



Lakeshore Transportation Studies

Lakeshore Transportation Studies from Winston Churchill Boulevard to Etobicoke Creek

**Public Feedback Report from Virtual Open House #1 held
September 1 to September 30, 2021, and Live Community Information
Meeting held on September 28, 2021**



Lakeshore Transportation Studies

Public Feedback Report from Virtual Open House #1

About This Report

The Lakeshore Transportation Studies include three infrastructure projects in the Lakeview, Port Credit and Clarkson communities that build from the 2019 Lakeshore Connecting Communities Transportation Master Plan. Each project requires a specific type of environmental review. These infrastructure projects are designed to create a more complete and connected Lakeshore Corridor. The City of Mississauga is committed to informing and engaging the public on the Lakeshore Transportation Studies and held Virtual Open House # 1 in September 2021.

The purpose of the Virtual Open House was to present and receive public feedback on the problem and opportunity, alternative solutions, design concepts and evaluation criteria that will be used to develop preferred solutions for the Lakeshore corridor. There were two ways to participate:

1. By visiting the Open House website, reviewing materials and providing input directly on the site; and
2. By attending a virtual information community meeting hosted by Councillors Stephen Dasko and Karen Ras on September 28, 2021.

This report, prepared by the Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company (cumming1@total.net) together with HDR Corporation, includes a summary of common themes and key messages with the verbatim public input that resulted from Virtual Open House #1.

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For Ongoing and Additional Information on this project or to provide written comments at any time, please view the City's website at <http://lakeshoretransportationstudies.ca>. and contact:

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Lakeshore Transportation Studies

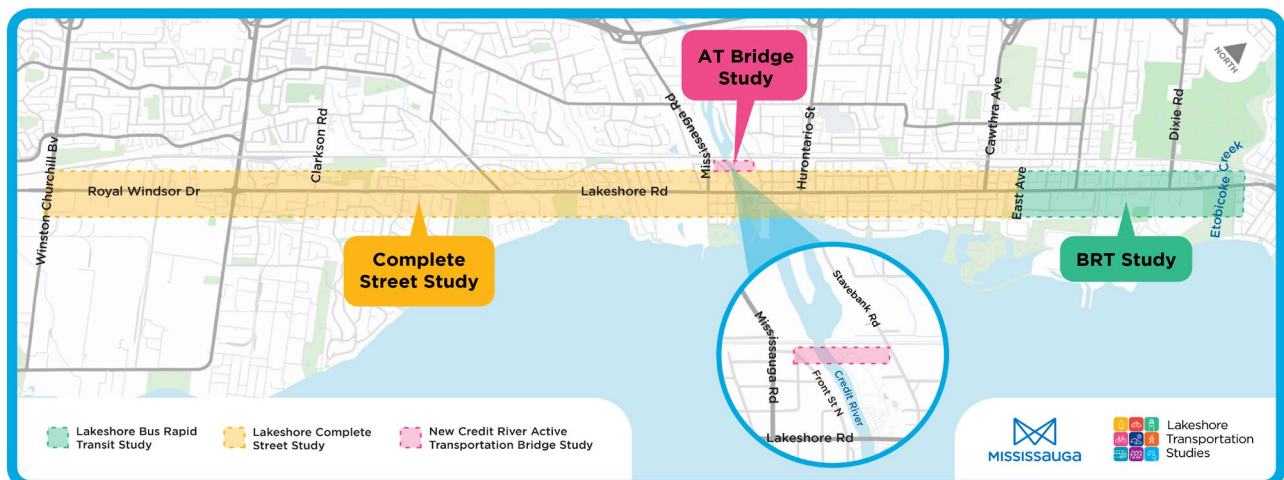
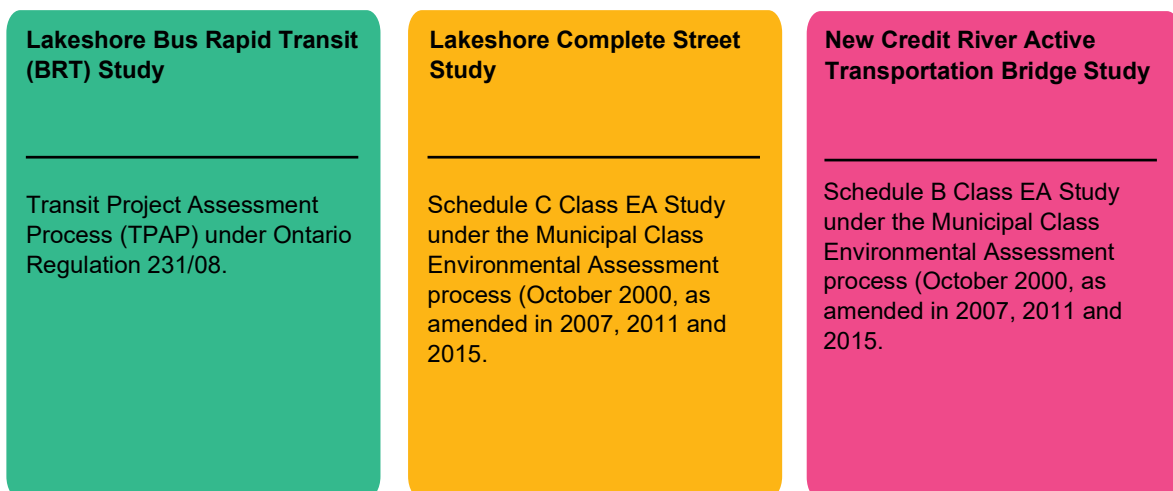
Public Feedback Report from the Virtual Open House #1

1. HOW THE PUBLIC CONSULTATION WAS ORGANIZED

The Lakeshore Transportation Studies include three infrastructure projects in the Lakeview, Port Credit and Clarkson communities that build from the 2019 Lakeshore Connecting Communities Transportation Master Plan. The description of the three projects and study area map is shown at **Figure 1**. All three studies include:

- Public, agency and stakeholder consultation
- An evaluation of alternative solutions and alternative designs
- An assessment of the potential environmental effects associated with the proposed improvements and the identification of reasonable means to mitigate any adverse impacts.

Figure 1 – Description of Three Projects and Study Area Map



Public and stakeholder consultation is an essential component of the Lakeshore Transportation Studies and public open houses will take place throughout the process to present findings and receive public input. All consultation is planned to take place virtually at this time in accordance with Ontario's public health and safety guidelines.

Notification of the first consultation included the following:

- Direct Mail to residents and businesses within 300m of Lakeshore Rd on Aug. 31, 2021.
- Newspaper notices through Mississauga News on Sept. 2 and 9.
- Letters to Stakeholders and Public Agencies, September 2021.
- Social media content through the City of Mississauga social media channels throughout September.
- Media advisory issued on September 2.
- Notice on City's webpage with link to online meeting materials and feedback forms.

Community members were able to participate in two ways as follows:

By visiting the Open House Website anytime between September 2 to September 30, 2021, to view Open House materials and to provide input directly through the site. Materials were available 24 hours a day, 7 days a week. Participants could also forward comments to the City's Project Manager by email.

By attending the live Virtual Information Community Meeting hosted by Councillor Stephen Dasko, Ward 1, Councillor Karen Ras, Ward 2 and City Staff on September 28, 2021, from 7:00 to 8:30 p.m. The meeting was held as a webinar and residents registered in advance of the session. The format included a presentation and question and answer session with the project team. (This meeting was scheduled to be held on September 16 and was cancelled due to technical difficulties and rescheduled and held on September 28, 2021. E-mail notification of the new date was provided to the full registration list and the notice was updated on the city webpage.)

From September 2 to September 30, the website was visited 311 times and fifty-three (53) individuals responded by providing their views on the online Open House materials. When asked where respondents identify from responses were:

- 79% are residents within the study area
- 17% are residents from elsewhere in the city
- 4% noted other

43 individuals participated in the live community meeting.

Presentations at the live Information Meeting were provided by City Staff and Consultants from HDR Corporation. Stephen Dasko and Karen Ras provided opening remarks about the studies. The meeting was facilitated by Sue Cumming, Cumming+Company. The presentation was followed by a discussion period where individuals were able to ask questions by typing using the meeting question function or orally. The facilitator read aloud the questions for the project team to respond to. The presentation recording was posted on the project website for viewing following the meeting.

The consultation materials for all three studies included the following:

- Introduction and why these studies are being undertaken
- Identification of Technical Studies underway
- Study process and timeline
- What was heard from the public at the 2019 Lakeshore Connecting Communities Study
- Existing and future context including Federal, Provincial, Regional and Municipal Plans, population and employment growth information, existing transportation networks and other important background information.

Information for each of the three studies was organized by the topics shown at **Figure 2**.

Figure 2 - Study Specific Consultation Materials Topics

Lakeshore Bus Rapid Transit (BRT) Study	<ul style="list-style-type: none"> • Phase 1 Problem and Opportunity Statement • Phase 2 Alternative Solutions • Preferred Cross-section • Feedback Questions
Lakeshore Complete Street Study	<ul style="list-style-type: none"> • Phase 1 Problem and Opportunity Statement • Phase 2 Alternative Solutions including: <ul style="list-style-type: none"> Alternative 1: Mixed Traffic, Alternative 2: Transit-Only Lane Alternative 3: HOV/Transit Lane • Phase 3 Alternative Design Concepts • Evaluation Criteria for evaluating alternative solutions and alternative design concepts for the Lakeshore Complete Street Study. • Feedback Questions
New Credit River Active Transportation Bridge Study	<ul style="list-style-type: none"> • Existing Crossings • New Crossing Options • Phase 1 Problem and Opportunity Statement • Phase 2 Alternative Solutions including: <ul style="list-style-type: none"> Alternative 1: Conventional Bridge Alternative 2: Expand GO Bridge Alternative 3: Truss Bridge Alternative 4: Signature Bridge • Evaluation Criteria for evaluating alternative design solutions for the New Credit River Active Transportation Bridge Study. • Feedback Questions

2. COMMON THEMES AND KEY MESSAGES FREQUENTLY NOTED

Figure 3 is a high-level synthesis prepared by the Community Engagement Facilitator on the common themes and key messages that were noted through the Virtual Open House online materials and live virtual community information meeting. It is important that this synthesis of key messages heard be reviewed together with the verbatim detailed input found in this report.

Figure 3 – Common Themes and Key Messages Frequently Noted

Topic	Common Themes and Key Messages Frequently Noted
Lakeshore Bus Rapid Transit (BRT) StudyS	<ul style="list-style-type: none"> • Support for separate and improved cycling infrastructure and centre-running bus lane. • Concerns over pedestrian and cyclist safety when accessing the BRT service. • Concerns over potential congestion caused by the addition of transit lane and cycling facilities. • The desire to preserve the natural heritage of the corridor. • Concerns over whether the 2 km section will provide significant benefit to the overall Lakeshore corridor and surround area. • Concerns over the impacts of potential changes to the road configuration (e.g. road widening). • The desire for traffic calming measures to reduce speeding, especially in the east end of the Lakeshore corridor.
Lakeshore Complete Street Study	<ul style="list-style-type: none"> • General preference for Alternative 1: mixed traffic. • Concerns over potential congestion caused by the reduction of general traffic lane in the scenarios proposed by Alternatives 2 and 3 (if selected as the preferred planning alternative). • Concerns over whether transit ridership would increase enough to warrant a transit-only lane. • The desire to improve pedestrian and cyclists' safety through the use of physical dividers between cycling lane and vehicular traffic. • Concerns over traffic and road safety impacts that the new developments and population growth may have on the Lakeshore corridor and surrounding areas. • Concerns over the potential increase in the need for street parking associated with the new developments. • Desire to preserve trees along the street as well as other natural heritage features in the Lakeshore corridor. • Concerns regarding public parks and amenities becoming crowded due to increased population density in the area. • The need to educate the public on the usage of transit services as well as to promote the use of transit and active transportation.

Topic	Common Themes and Key Messages Frequently Noted
<p>New Credit River Active Transportation Bridge Study</p>	<ul style="list-style-type: none"> • There is a preference for a bridge alternative that avoids in-water piers. • The desire for cost-effective implementation and minimal environmental impacts. • General support for the proposed crossing location. • The desire for effective integration of the bridge into the overall active transportation and public transit networks. • Concerns over the bridge’s potential impact on the rowing clubs’ usage of the waterway. • The desire for separated cyclist and pedestrian lanes on the bridge. • When asked which bridge design was most preferred, Alternative 4: Signature Bridge ranked first by a small margin.

3. PUBLIC FEEDBACK FROM THE VIRTUAL OPEN HOUSE (ONLINE MATERIALS)

This report section includes the public feedback that was received from the online Virtual Open House materials. It includes responses to the feedback questions and is organized by the responses received on each of the three studies. Fifty-three individuals responded. Not everyone completed each question. The input included in this section is verbatim.

3.1. Feedback on the Lakeshore Bus Rapid Transit (BRT) Study

As part of the Lakeshore Transportation Studies, the City of Mississauga is developing the preliminary design and completing the Transit Project Assessment Process (TPAP) for the Lakeshore Bus Rapid Transit Project (BRT). The 2019 Lakeshore Connecting Communities Transportation Master Plan recommended centre-lane running bus rapid transit (BRT) for the 2 km section of Lakeshore Road from the Etobicoke Creek to East Avenue as shown in the image below. This design will be carried forward as the preferred cross-section of the study.

Community members were provided with the preferred BRT cross-section as shown at **Figure 4** and were asked to comment on what they think of the preferred cross-section. Twenty-two (22) individuals responded to this question. The verbatim responses are shown at **Figure 5**. These are organized by key theme and numbered for reference purposes.

Figure 4 - Preferred BRT cross-section

Lakeshore Bus Rapid Transit Study

The preferred cross-section will be applied to the corridor to inform the preliminary design and completion of the Transit Project Assessment Process (TPAP). The design will feature:



- Separated bike lanes and generous sidewalks
- New centre-running BRT lanes
- New express bus stops in the centre of the street
- Maintain curbside local transit stops in mixed traffic
- Maintain 2 lanes of vehicular traffic in both directions
- Left turn lanes at signalized intersections

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Figure 5 - Responses to what do you think of the preferred cross-section

Theme	Verbatim Individual Comments received about the preferred cross-section
<p>Reasons given as to why commenters like the preferred cross-section</p>	<ol style="list-style-type: none"> 1. It is great to see cycling lanes, ample sidewalks and separate traffic. Mississauga is not the old suburb where people only drove. The City has to plan for everybody, not only drivers! 2. I like it! I think it increases the safety of pedestrians and cyclists and the centre transit lane is similar to other cities - it works. The wide expanse of lanes that will be required is concerning - what will be lost to transit? I know it's not well developed compared to other stretches of Lakeshore, but curious about the implications of going wider. How can you make this more visually attractive i.e., gardens/trees right in the middle? 3. It "looks good" on the image and with the mentioned features. 4. Looks good. 5. It is the perfect solution. 6. Generally, in favour of separating bus traffic from regular vehicular traffic, and also in favour of separating bike lanes from cars. 7. Great idea, with all the development in the Lakeview area, we need the BRT 8. I like this organization as it's inclusive of all forms of transportation. 9. I like it 10. It looks great. It is a Mississauga I've been waiting to see. The centre-running BRT allows for easy conversion to a light rail if desired some time in the future. Separated bike lanes is a must.

Theme	Verbatim Individual Comments received about the preferred cross-section
<p>Reasons given as to why commenters like the preferred cross-section (continued)</p>	<p>11. Nice vision and visual; it's a pity that there is not enough width of roadway to achieve this along the whole study area. Any attempt will cause pinch points with traffic snarl. You need 6 lanes of traffic plus 2 bicycle lanes and 2 footpaths.</p> <p>12. looks good</p> <p>13. I like it. Finally, we will have places for kids to bike to school. And adults can bike to the shops.</p> <p>14. This looks like a workable proposal and should proceed. Refuse to ever consider putting tracks in the ground.</p> <p>15. I understand this is a busy corridor so must be difficult to accommodate so many different interests but think you have done a great job. I hope that some form of traffic control slows the speedsters in the East end of the BRT. I like the establishment of bike lanes throughout the entire corridor and the generous sidewalks, which, hopefully, will make being a pedestrian a more pleasant experience (if we are gong to have a more vibrant and walkable street) Adding places to sit and perhaps parkettes would be good and a respite from the traffic.</p>
<p>Concerns noted about this cross-section</p>	<p>16. The centre bus lanes are potentially hazardous for pedestrians exiting the bus and crossing the street. They may also limit visibility/access for drivers entering their residences in the area. The designated bike lanes appear to improve safety for cyclists as they're clear from larger vehicles. The sidewalks/walking paths seem to give more room and stable ground for pedestrians.</p> <p>17. The centre bus lanes are hazardous for passengers exiting the bus. They are also obstructing/limiting visibility and access for drivers entering their residences in the area. The bike lanes will improve cyclist safety. The walking paths will improve pedestrian safety.</p> <p>18. The preferred cross-section does address the need for separate personal vehicle and public transit lanes. It allows for multiple forms of transportation on the same road.</p> <p>19. All these suggestions seem to provide a bottle neck in Port Credit. (Between Godfrey Lane and East Ave).</p>
<p>Other comments noted</p>	<p>20. Where will parking be accommodated for local businesses that do not have off street parking?</p> <p>21. Looks great as a concept but this is a view of 30 years from now. You should design it so that you save the existing trees on the south side of Lakeshore and also provide a larger buffer / wall from the art to the cyclists, or you will have the same death rate as Toronto - one is too many! Completely separate bicycle and pedestrian walkways from transit and vehicular access. The existing trees are 65 years plus as they are probably older than I am - please preserve as our planet needs them. Also,</p>

Theme	Verbatim Individual Comments received about the preferred cross-section
<p>Other comments noted (continued)</p>	<p>you are putting the buildings on both sides as blocks. The north side is broken up into small individual lots, so it does not represent the Official Plan. The south side should reflect the Lakeview Linear Heritage Park - which provides a buffer zone for retail and restaurant outdoor space - to create community vs a wall.</p> <p>What is the realistic timing of lights as this is now an 8 lane roadway and length of light should reflect disabled ability to cross - bicycle/vehicle/vehicle/ left our lane/pedestrian access for buses & shelters /bus/bus/left turn lane / vehicle/vehicle / bicycle? With 9-11 lanes how is the run-off controlled - catch basins / treatment / natural marsh prior to entry into our drinking water - / Lake Ontario. 3-4 stories up against trees will prevent canopy growth so cross section unrealistic, unless you are proposing plastic trees and grass / landscaping I know that this is transportation in isolation but without full consideration of the integration and discussion regarding the proposed and future development recommendations are exactly that - isolated and only conceptual. Historical and existing resources like the trees and present building setbacks on the south side should be celebrated and exploited, not eliminated.</p> <p>22. I have not been able to get an understanding of the routes from the Map. Tried The Existing and Future Context Maps, ad clicked on Legend - there is none. Tried the layers and don't see any difference. This is extremely cumbersome and difficult for the average layperson to decipher. will spend some more time and try other ways to figure this out. Meanwhile, if there is a better way to view the before / after as in Google Maps, so that I can readily relate to the locations affected, please let me know. Thanks.</p>

Community members were also asked to provide any other comments or concerns regarding the Lakeshore Bus Rapid Transit Study. Fifteen (15) individuals provided comments. The verbatim responses are shown at **Figure 6**. These are numbered for reference purposes only and are in random order.

Figure 6 - Other Comments about the Lakeshore BRT Study

Other comments or concerns noted about the Lakeshore BRT Study
1. Maintaining curbside local transit stops in mixed traffic in Clarkson and Port Credit will negate most of the advantages of the proposed plan. Perhaps you can think of another way to ensure curb side bus stops do not interfere with bike or car traffic.
2. The sidewalks should also consider opportunities for patios (for cafes, restaurants) and sitting areas (i.e., benches).
3. I understand the convenience of the BRT running only 2 km's, but is it cost-effective? I'd like to see how a visual representation of how each preferred option for the three projects connects. I assume there aren't safety issues arising from the different solutions and the transition from one to the other is smooth? In the next five years, I'll be a resident at 1515 Lakeshore Rd. East - right at the east end of this transit solution. It has a lot of appeal as it will help me easily get to what will be the new Lakeview Village. This coupled with better cycling and pedestrian options is excellent.
4. It seems odd to me to have this particular transit (BRT) modification for such a small stretch (2 kilometres). Out of the road network from the west end of Port Credit to the streetcar "loop" near the Etobicoke Creek, this stretch in question seems the least congested and most free flowing, so I wonder if this is much ado about nothing!
5. How will how passengers on public transit get on and exit from the centre lanes. How will safety be addressed? With reference to the 23 bus route, how would transferring between regular bus service to rapid transit work? Would transit users need to switch busses or would it be seamless and not impact using transit?
6. How will the bridge to Etobicoke be included in the lane process? Also, the Dixie Road Lakeshore area will need careful implementation and coordination of parking access and traffic lights.
7. Bike lanes should be separated not only by painted lanes but also by a curb to ensure safety of bikers.
8. What is the timeline for the BRT as it will help if this is already in place so the developers can sell transit as part of why it's a great place to live, rather than people not seeing transit and end up buying cars, which can cause major traffic?
9. Instead of Lakeshore BRT perhaps encourage GO train in this area with limited local bus available to those between for example Clarkson and Port Credit. Then there would less need for a dedicated bus lane.
10. I am concerned about the sidewalk running directly beside the road. Please try walking on the one on Lakeshore at Jack Darling to Rhododendron Gardens in February with two children under 5. It is incredibly frightening and its alignment beside the road deters use.
11. Please ensure bus stops are accessible for all users.
12. It should be extended west to Highway 10, but this generous cross-section does not seem viable where too many new buildings have been built very close to the street. They should have been kept further back.

Other comments or concerns noted about the Lakeshore BRT Study

13. When public transit is faster than driving, more will use it, including me.
14. There is definitely going to be a need as the majority of new residents will need to commute – east and west but majority go north. There however is no point to the centre lanes unless Cawthra and all of Lakeshore is integrated into the concept - why bother having this for the short distance and then having busses have to revert back to the right lanes. How is this accomplished? Not shown, not discussed previously. Do those busses only go back and forth in that section - does not make sense as no turnaround - requires a huge landscape - re Kipling Station expansion. How wide does the road need to be to accommodate the transit riders at max capacity to stand in the middle of the road or are they expected to stand on the side of the road and run to the centre at lights only? – note that all busses are designed for right hand entry and exit so are two platforms needed at all stops if platforms are required?
15. Generally, like it but I am concerned about inability to make a left in some areas. At the east end of Lakeshore Rd, within 200 meters, there are three buildings with at least 600 residents, many of whom work and access the 427, Browns Line and also shopping in Long Branch. If they can't turn left out of their drives, I imagine it will cause a lot of anger. Also, at this location many turn left into Marie Curtis Park, from Toronto. I suggest ending the bus only lanes before this, so as to allow all these residents to access Etobicoke directly and for access to the park.

3.2. Feedback on the Lakeshore Complete Street Study

As part of the Lakeshore Complete Street Study, the Lakeshore Transportation Studies adopts the preferred transit solution from the 2019 Lakeshore Connecting Communities Transportation Master Plan for the section of Lakeshore Road and Royal Windsor Drive from Godfrey's Lane to Winston Churchill Boulevard. However, additional transit solutions will be considered for the section from Godfrey's Lane to East Avenue.

Community members were provided with the three alternatives shown at **Figure 7** and asked to rank these from most preferred to least preferred. Thirty (30) individuals responded to this question. The responses are shown at **Figure 8**.

Figure 7 - Alternative Transit Solutions



Figure 8 - Ranking of Alternatives from MOST preferred to LEAST preferred

Response Choices	Most preferred	2 nd most preferred	Least preferred	Total # of responses
Alternative 1: Mixed Traffic	17	9	4	30
Alternative 2: Transit only lane	8	15	7	30
Alternative 3: HOV/transit lane	5	6	19	30

Community members were also asked to provide comments on their reasons for preferring different alternatives and any other comments about the Complete Streets Study. The verbatim responses are shown at **Figure 9**. These are organized by key theme and numbered for reference purposes.

Figure 9 - Comments about the Transit Alternatives for the Complete Streets Study

Theme	Comments about the Transit Alternatives
About Alternative 1: Mixed Traffic	<ol style="list-style-type: none"> 1. Alternative 1 with a combination of express and regular service would help move people faster without integrating mixed traffic. 2. Perhaps I don't fully appreciate future traffic density, but Alternative 1 still seems appropriate to me. <p>It seems a long way off before the frequency of public transit justifies dedicated bus lanes. Mostly I struggle with the idea of a single lane for general traffic in congested segment 5. Worse still are those occasions when the QEW has an incident and</p>

Theme	Comments about the Transit Alternatives
About Alternative 1: Mixed Traffic (continued)	<p>diverted traffic jams Port Credit. I live in Mineola and drive on Lakeshore when going to a local business or a park, with or without passengers and/or dogs, and guess this is the case for most other vehicles. I am very unlikely to take a bus for such errands. Very occasionally in fair weather I may cycle to these destinations but take alternate east-west roads because Lakeshore feels too risky for cycling. All this is to say, I believe this section of Lakeshore is fairly focused on providing general local traffic as a priority.</p> <p>3. Of these options I think the only viable option is Alternative 1 I say this as there will always be cars and a need for cars and they need more than one lane in each direction. There will be an influx of many new residents and visitors over the coming years and no matter how ideal busses and other transportation sounds da on paper - people will always want or have many times when they need or decide to use their own vehicles.</p>
About Alternative 2: Transit only lane	<p>4. Alternative 2 allows for a faster transit experience, but it would reduce the general-purpose lanes to 1. This would lead to a lot more car congestion along lakeshore, especially with residential developments happening west and east of Port Credit.</p> <p>5. Transit and Bike Only Lane please. The read painted image above is great. I like the idea of having biking and transit lanes together. That keeps bikers much safer if there is no room for bike lanes. Buses are less frequent than cars and professional drivers will take care moving around the bikes.</p> <p>6. It looks like Alternative 2 can include a dedicated bike lane at the curb. The addition of physical dividers between the bikes and the buses would be preferred.</p> <p>7. While reducing traffic lanes to one lane for cars only in order to accommodate a transit-only lane may increase congestion, it is the only viable way to encourage bus use. That said, a transit-only lane works best in the centre as opposed to the curb-side lane.</p>
About Alternative 3: HOV/transit lane	<p>8. I like an alternative that rewards HOV. However, I don't know the extent to which 2+ drivers use this corridor such that it will help improve bus traffic flow. It's important to me that HOV includes single occupant e-v's - same as on 400 series highways.</p> <p>9. Alternative 3 would only increase congestion and traffic along an already congested lakeshore road, especially on roads east of Mississauga Road on lakeshore.</p> <p>10. HOV/Transit Lane is ranked #3 because this often encourages cars to speed.</p>

Theme	Comments about the Transit Alternatives
<p>Comments pertaining to all alternatives and other feedback noted</p>	<p>11. Alternative 1 or 2 are the preferred options.</p> <p>12. Traffic in the Port Credit especially over the bridge is terrible, will you think of paving the sidewalks and using them for rapid transit. The bridge that is being build use it for walking and cycling? Where the No Frills was in the south can the city use some of those land to open up the lane?</p> <p>13. There needs to be a separated designated bike lane along the Lakeshore from at least Mississauga Rd to Southdown Rd. Currently part of the path is on the sidewalk and there are too many intersections and pedestrians. A safe bike path on the north side of Lakeshore would allow families with children to cycle, cyclists who are in groups and cyclists who are training to be safe.</p> <p>14. Sections 4.5.6 dealing with east of Godfrey's Lane is the make or break of any traffic design because of width restrictions</p> <p>15. There is a need to accommodate cyclists yet none of these do that safely. What's worse getting hit by a car (most likely) or a bus (most deadly)?</p> <p>16. The bridge in Port Credit is often choked. With Brightwater and Lakeview, further East, I'm not sure how this will improve with any of these options. Transportation Tomorrow, which I believe was commissioned by the provincial government, did studies of people's daily movements. Perhaps such a study has been done of Lakeshore. If people's end destinations are North rather than just along Lakeshore, some sort of dedicated transit to nodes on Dundas and the busway might be in order, as well as major nodes such as Sherway and Dixie mall developments. Otherwise, restricting left turns in the centre of P. Credit might help flow over the bridge.</p>

Community members were provided with the proposed criteria that will be used to evaluate alternative solutions and alternative design concepts for the Lakeshore Complete Streets Study as shown at **Figure 10**. They were asked for their thoughts on the proposed criteria and whether any additional criteria should be considered. The verbatim responses are shown at **Figure 11**. These are numbered for reference purposes.

Figure 10 – Proposed Evaluation Criteria for the Complete Streets Study

Evaluation Criteria

The following criteria will be used to evaluate alternative solutions and alternative design concepts for the Lakeshore Complete Street Study:



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Figure 11 – Comments on the Proposed Evaluation Criteria and Other Input on the Complete Streets Study

Comments on the Proposed Evaluation Criteria and Other Public Input on the Complete Streets Study
<ol style="list-style-type: none"> 1. Street trees are a city asset and a key element of the public realm and natural environment along Lakeshore Rd 2. Place less emphasis on the capital cost and construction complexity and more emphasis on the ability of the solution to help address climate change and improve the environment 3. It seems that on-street parking will be eliminated. Would the city add more street parking on the side streets? Street parking is very well used in Port Credit 4. Do not see any mention of reducing "noise" pollution from trucks, illegally modified cars and pickup trucks? Do not see any mention of a truck bypass to remove trucks from main intersections such as Lakeshore and Southdown. What is the city's plan for truck traffic? Trucks are a big problem...loud, large and do not always abide by traffic laws

Comments on the Proposed Evaluation Criteria and Other Public Input on the Complete Streets Study

such as lights. Please keep Clarkson a "village" small town feel. Too much residential construction, more people, more cars will take that away.

5. The proposed criteria are all-encompassing and addresses many areas. One criterion to consider is community awareness and engagement. This may be a part of quality of place and prosperity, but I feel it's important to engage businesses, schools and the general public in knowing that the new forms of transit exist, how they can use it, and why it's better than using their car. Education and shifting mindsets from car focused to public transit focus are critical.
6. Finding other roads to take some of the extra weight in traffic from new development happening. Using more land to create more short cut roads in the area
7. The construction boom in Port Credit should also be considered, as the population increase will cause major disruption and congestion to the existing roadways. In addition to ensuring bus lanes and protected bike lanes, we can't avoid also considering ways to accommodate increased car traffic, especially as the seniors living at the new building just west of Mississauga Rd won't likely be transit users or bikers, they will likely be taken on errands by family in Cars due to their mobility issues.
8. In the Port Credit area can you have 2 lanes going east in the morning and one lane going west, in the late afternoon two lane going west and one going east? Looking forward to the Rapid Transit in Lakeview, can there be benches along the stops for people to sit?
9. Are you considering any "last mile" options from the bigger new developments?
10. The current Lakeshore walking/cycling path is not working. The beachside parks are too busy with families and children. One of the criteria that should be considered is studying the increasing demand for park space and the effects this has on parking, cyclists, and the safety of pedestrians.
11. Taking Lakeshore to one lane of mixed traffic is ridiculous, it can't handle 2 lanes with the density growing you can't put that burden on drivers. Transit is used minimally in the Port Credit area, and I don't see it changing.
12. You need to consider impact to existing utilities and coordination with future construction projects in the area. There are major infrastructure running along Lakeshore corridor that may require access and or relocation. Transit only lanes may require permanent structures along the median which may impact chamber access. Furthermore, the Region is undertaken several projects along the lakeshore that can be coordinated with this project so that there is only one time impact to residents
13. Mobility must be balanced with affordability. Simple coordinated traffic lights are cheaper than road configuration and are less visually intrusive. But there will always be cars no matter what the rabid say: Covid has proved that people in units will do anything to get out of their hutches. The dearth of used cars must prove something!

**Comments on the Proposed Evaluation Criteria and
Other Public Input on the Complete Streets Study**

14. I am good with them. I am so glad to see that active transportation is becoming a reality. And with electrically assisted bikes, it really will help folks actively cover the longer distances of Canadian living.
15. Can I reach any destination in the area by foot, bike, or transit, plus minimal (approx. 10 minutes) walking on a sidewalk? Is there safe access into any business, i.e., does the sidewalk continue to the building(s) or just end at the entrance to the parking lot (for example Credit Landing's west side)?
16. Safety aspects should also be considered for people travelling during late evenings - particularity for women.
17. Traffic calming should be a high priority.
18. Expropriation of land to create a consistent commuter corridor - Oakville to Etobicoke - request federal funding and force developers to contribute \$\$ for every increase in density over what's existing today.
19. What should be considered is just how busy the streets are, and the influx of people is already -Additionally The new developments such as Bridgewater are being considered - I realize that but they and many other developments will be competed over the next few years. Additionally, Port Credit is being marketed as a tourist attraction and "beach community". They 20 year projections will likely be 10 year projections. - something to consider further.

3.3. Feedback on the New Credit River Active Transportation Bridge Study.

As part of the Lakeshore Transportation Studies, the City is developing the preliminary design and completing the Schedule B Class EA for a new active transportation bridge over the Credit River north of Lakeshore Road. This bridge will enhance mobility across the river for people walking, rolling, and cycling.

Four alternative bridge design solutions have been identified and will be evaluated in Phase 2 of the New Credit River Active Transportation Bridge Study. Community members were provided with the four alternative bridge designs shown **at Figure 12** and asked to rank the alternatives shown from most preferred to least preferred. Forty-one (41) individuals responded to this question. The responses are shown at **Figure 13**.

Alternative Bridge Design Solutions (Phase 2)

	Alternative 1: Conventional Bridge	Alternative 2: Expand GO Bridge	Alternative 3: Truss Bridge	Alternative 4: Signature Bridge
				
Pros	<ul style="list-style-type: none"> Less costly 	<ul style="list-style-type: none"> Avoids the need for in-water piers Less costly 	<ul style="list-style-type: none"> Avoids the need for in-water piers 	<ul style="list-style-type: none"> Visually appealing Avoids the need for in-water piers
Cons	<ul style="list-style-type: none"> Environmental impacts from in-water piers Not as visually appealing 	<ul style="list-style-type: none"> Requires coordination with Metrolinx Not as visually appealing 	<ul style="list-style-type: none"> Requires large staging area Not as visually appealing 	<ul style="list-style-type: none"> More costly Complex bridge design and construction

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Figure 13 - Ranking of Alternative Bridge Design Solutions from MOST preferred to LEAST preferred

Response Choices	Most preferred	2 nd most preferred	3 rd most preferred	Least preferred	Total # of responses
Alternative 1: Conventional Bridge	11	7	14	9	41
Alternative 2: Expand GO Bridge	10	11	7	13	41
Alternative 3: Truss Bridge	8	16	12	5	41
Alternative 4: Signature Bridge	12	7	8	14	41

Community members were also asked to provide comments on their reasons for preferring different alternative bridge design solutions. The verbatim responses are shown at **Figure 14**. These are organized by key theme and numbered for reference purposes.

Figure 14 - Comments about the Alternative Bridge Design Solutions

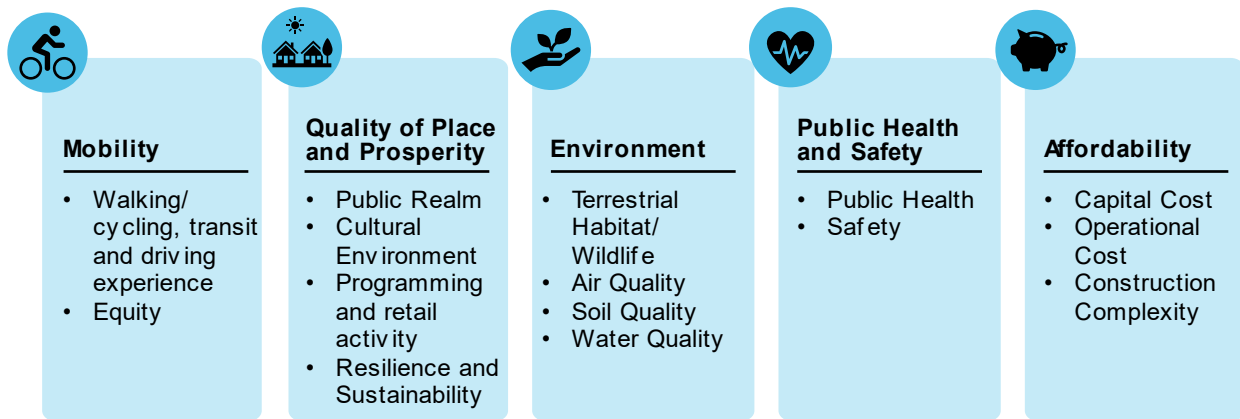
Comments noted about the Alternative Bridge Design Solutions
1. The preferred option should be wide enough to safely accommodate pedestrian/strollers and cyclists/roller bladders... also should have the least impact on the river's ecosystem
2. Cost remains a factor and without knowing specifically what "more costly" means compared to option #3, I can't definitively say this is my pick. It's a preference. Attractive built structures help with creating appeal to the area - not that Port Credit isn't busy already! Minimal enviro impact i.e., in-water construction, is definitely attractive.
3. Personally, I'd find a Mineola connection, one block from our house, nice for fair-weather walks/cycling, but I believe location 2 would benefit more people. Location 2 offers the most direct connection across the Credit from the GO and LRT, which seems good for a less car-dependent (we must dream?) world. I find Lakeshore increasingly congested in good weather months and think options 3-6 would just keep activity too focused around this narrow corridor. If location 2 is selected, it seems sensible to minimize the clutter of river crossings by making the new capacity integral with the historic bridge, which itself is a landmark (that would be enhanced by good paint...). The Signature Bridge, though very nice, would be a distraction here.
4. I don't have a preference on the Active Bridge. I am disappointed that we are not considering linking Premium Way and North Sheridan to create a north service road to the highway.
5. Will there be a path to the bridge and away from the bridge? What route will it direct the cyclists and pedestrians to take?
6. Please do the simplest thing here, something that will last a long time and will be easy to construct. Coordination with Metrolinx will take forever and the rail bridge experiences trespassing problems already, which could worsen with another structure connected to it. It's not a good spot for a visually appealing bridge as it will be directly in front of rail bridge anyway (looking north). Port Credit draws enough visitors that an expensive landmark is quite unnecessary, meanwhile a simple bridge as quickly as possible IS necessary to improve active transportation along Lakeshore.
7. Existing crossings is misleading as the new bridge for the QEW will have a under section for pedestrians and cyclists as well as an over - pass connecting Stavebank north and south for pedestrians. Ensure you have connected with Metrolinx to see if there is heritage for the GO bridge, also ensure any work would align with the electrification of this section of the go transit network
8. Keep the cost down and minimize the environmental impact.

Community members were provided with the proposed criteria that will be used to evaluate alternative bridge design solutions for the New Credit River Active Transportation Bridge Study as shown at **Figure 15**. They were asked for their thoughts on the proposed criteria and whether any additional criteria should be considered. The verbatim responses are shown at **Figure 16**. These are numbered for reference purposes.

Figure 15 – Proposed Evaluation Criteria for the Alternative Bridge Design Solutions for the New Credit River Active Transportation Bridge Study

Evaluation Criteria

The following criteria will be used to evaluate alternative design solutions for the New Credit River Active Transportation Bridge Study:



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Figure 16 – Comments on the Proposed Evaluation Criteria and Other Input on the New Credit River Active Transportation Bridge Study

Comments on the Proposed Evaluation Criteria and Other Feedback on the Study
<p>1. The criteria should be weighted so the most emphasis is placed on criteria that address climate change and the environment</p> <p>2. Generally, yes. Re: Mobility, if it's an "active bridge", why are we concerned about the driving experience? Re: Quality of Place, if "cultural enviro" means deference to Indigenous Mississaugas and Ontarians, that is excellent criteria. In fact, the Indigenous community prospering from design and as many other aspects of "living" these criteria would be great as well. I think the two elements of the criteria Quality of Place and Prosperity should be split. It's not clear to me how they relate and in fact, my initial impression is that they could compete against each other.</p>

Comments on the Proposed Evaluation Criteria and Other Feedback on the Study

I'm not clear what you mean by "programming and retail activity" in relation to a bridge. I like the idea of introducing an educational element to it if that's what you mean by "programming".

Re: Environment, I assume the effect of the bridge's deterioration over time will be accounted for as part of this criteria?

As for Health and Safety, I trust that includes for those people on the Credit River. I think if operational cost under Affordability accounts for long-term sustainability, that's ideal i.e., it's not going to cost a lot to keep it looking good or better still, it's gets better with age.

Are the criteria going to be weighted?

3. This should be a plebiscite not a city only decision!
4. Great proposed criteria.
5. One lane for public transit going east at rush hour, with 2 car lane going east and one lane going west. Reverse at evening rush hour.
6. There are two boat clubs that presently use the river. These clubs have developed Olympic athletes. The new bridge should not interfere with their training or allow people on the bridge to interfere with the training (fishing). There are presently concerns with people jumping off the train bridge, how will this be prevented on a new bridge?
7. How will the cyclist and the pedestrian get to the bridge from Lakeshore Rd or the Waterside Cycling/Walking Path?
8. Additional criteria:
The impact on use of the river by the rowing club and the canoe club.
The attractiveness of the bridge.
9. Most people use Lakeshore so to go out of their way up to the new bridge seems futile, make the Lakeshore bridge more useable and attractive.
10. Coordination with other projects in the area should be part of the impact to public
11. Add aesthetics.
That is Port Credit's signature park with a beautiful area and library.
please put something in the components and adds to the beauty of the area.
12. Is it possible to separate cyclists from pedestrians? Anglers may want to use the bridge...can there be designated spots for them?
13. Over the life span of the bridge, the increased cost of the Signature design should not be much of a factor. The Signature bridge should be located at site # 5, just north of Lakeshore Rd bridge.
14. Again, may consider safety for women when travelling in the evening. Make sure you get input from women on this aspect.

Comments on the Proposed Evaluation Criteria and Other Feedback on the Study	
15.	The overall cost to the community and environment - if you shut down the community for six months to save a dollar, while impacting the environment it makes no sense to save the dollar - look at the bigger picture
16.	The time to complete the project - balanced with the beauty of the final bridge to enhance the community (option 3 or 4).

4. PUBLIC FEEDBACK FROM THE VIRTUAL COMMUNITY INFORMATION MEETING HELD SEPTEMBER 28, 2021

This report section includes the public feedback that was received at the Live Virtual Community Information Meeting held on September 28, 2021, via WebEx. 43 individuals participated in the Live Information Meeting. The input included in this section is verbatim.

Following the presentation, individuals could ask questions by typing into the question-and-answer box or by raising their hand to speak. The facilitator read aloud the questions and comments noted in the meeting’s question box. **Figure 17** includes the verbatim input received and responses provided at the meeting by City Staff and Consultants. These are numbered for reference purpose only and each number represents a different individual’s comments. Personal and identifying information has been omitted from the report.

Figure 17 – Virtual Community Information Meeting Questions/ Comments and Responses Noted

#	Question/Comment noted	Response from City Staff and HDR
1	We live in the 1500 block along Lakeshore in the BRT section. There are 190 units here. Will there be the ability to make left hand turns out of the driveway? Will there still be local service (bus) on Lakeshore Rd?	I'm not familiar with the 1500 block. I'd have to go back and look at my map. But I can say that we will be assessing all driveway impacts as part of the traffic and transportation study for the project and the recommendations from that will be presented at the next public open house. There will still be local bus service on Lakeshore Road.
2	Is the September 30 deadline based on the meeting having taken place last week? That’s not much time to share with members and ask for feedback.	The Open House materials were available for the month of September, and you can still go on and provide feedback through the site. We had planned to close this but extended it to September 30. The material will continue to be available on the website. We will also post the video of tonight’s presentation. All the public input we get from tonight and the virtual meeting that's been on for a month on the city's website will be put into a feedback report and shared with the community. You can provide feedback at anytime by emailing the project manager.

#	Question/Comment noted	Response from City Staff and HDR
3	<p>As someone who lives off Lakeshore (Lakeview), we are seeing a large increase in traffic. Basically, at the corner of Lakeshore and Cawthra. Because of the intersection and traffic lights at Lakeshore travelling West at Cawthra. We are seeing a higher demand of cars avoid the intersection and cutting up through our street closest to Cawthra (West Ave). We are seeing cars speed through our street to Third Street where they are picking back up Cawthra. What are we doing to protect our kids or pedestrians?</p>	<p>We are aware of concerns, and this would be something that we're going to be looking at as part of the transportation and traffic Impact analysis. We're going to be looking at every intersection, making sure that we're optimizing operations so that we're avoiding unintended consequences and always prioritizing safety in the design.</p>
4	<p>This is impacting all streets from Alexandra west to our street West Ave, where people can grab Third Street. Some of the streets like ours doesn't have sidewalks and therefore make it more dangerous</p>	<p>Addressed in #3</p>
5	<p>Does the proposed BRT link to the Mimico GO station? If not, why not?</p>	<p>The BRT does not link to the GO station. The scope of our study is only within the limits of the city Mississauga, ending at Etobicoke Creek. The main reason is that Etobicoke Creek is a structure that's in fairly good condition, so we didn't want to be ripping that out as it's costly to do that. And but at the same time, we are consulting with Metrolinx and the city of Toronto, and to make sure that we're integrated into that facility when the Mississauga buses go into Toronto.</p>
6	<p>Can the BRT be extended west to Cawthra Avenue to connect with any future MiWay transit on Cawthra?</p>	<p>As part of the Lakeshore Complete Street Study, we will be evaluating those 3 alternatives, 2 of them being enhanced transit priority alternative to the transit only lane, which would be similar to what we have in the BRT study. We'll be looking at that to continue all the way to Mississauga Road as one of our alternatives. We'll be coming back to you at our next public open house with the results of that evaluation.</p>

#	Question/Comment noted	Response from City Staff and HDR
7	Glad to hear the presentation will stay up after Sept 30!	
8	Are you thinking of having GO bus go out to Hurontario?	Unfortunately, I can't comment on Metrolinx service, or GO transit service with respect to GO buses but we can always pass along those comments to Metrolinx throughout our engagement with them.
9	<p>I don't think the slides are changing... Stuck with the Technical Studies Underway slide...</p> <p>Later response: I had to exit and come back in. that solved the problem.</p>	This was addressed during the meeting
10	Why is a rapid bus solution required for that particular two kilometres? What happens at the west end of the two kms? Does the bus turn north?	<p>The idea is to provide as much priority for transit as possible. As we mentioned in the problem opportunity statement, we want to make these modes of traveling more attractive to address some of the issues in the corridor. By providing these transit-only lanes, we'll be able to make transit travel times more reliable and a better experience. As I had mentioned, also, previously we're going to be evaluating extending them further west to Mississauga Road so it wouldn't just be ending at the end of those 2 kilometers. All buses including express buses would be able to use those BRT lanes, but they would not be turning north, they would be continuing on.</p> <p>There is a lot of growth happening along the Lakeshore corridor, a big part of that growth is happening on the east end, so a lot of the demand is for this 2 kilometre section. This is also a section of Lakeshore where we have the most right of way so it's easier in terms of implementation and that's why we advanced that application for funding and why we received it.</p>
11	Will the roads have to be widened? How and where?	The roads will only have to be widened within the study limits again from East Avenue to about Etobicoke Creek. The rest of the corridor, there's no widening anticipated at the moment seeing that there are buildings on either side and not really any opportunity to widen. The documents from the Lakeshore Connecting Communities master plan are still available on the website and

#	Question/Comment noted	Response from City Staff and HDR
		there was a lot of discussion about why there are no widening during that process.
12	Why are the proposed BRT bus lanes in the middle two lanes instead of adjacent to the curb lane in each direction?	The 2 kilometer segment is where the city has a more generous right away available. The preferred solution that was identified in the TMP was those center running lanes. We did consider curb side lanes at the time, but the center median running lanes provide more transit priority, more opportunity for transit stations in the median, and better traveling experience for all road users. Those are the main reasons for the center running lane.
14	Why is East Ave. considered as the end of the BRT?	See #6
15	How will the east end of the BRT integrate with TTC Long Branch Loop and Long Branch GO?	See #5
16	I live at Lakeshore and Southdown Road area. Will this part of Lakeshore Road be widened?	There is no widening anticipated Within the laser complete streets study area, so nothing will be widened west of East Avenue.
17	I understand the BRT will not extend to the Long Branch GO station - which seems to be the most logical way to move commuters. Why and can this be a second phase?	It's hard to plan for the next phase given that this is into the city of Toronto. So, it's something we can have those discussions with the city.
18	Hi - can you explain a little further the rationale for a centre running BRT – thanks	See #12
19	Even the most "pedestrian" of bridge design would be great. Inherently the bridge and its function will be beautiful. Don't over-design (over-cost) and jeopardize Council approval!	Thank you for your comments which will be considered in our review.
20	The crossing of cars would not serve the needs of the community therefore that type of bridge was not considered. Residents here are more worried about car traffic and not walking, rolling and cycling traffic.	I really want to get across that in the problem and opportunity statement of the 2019 TMP, there really is limited ability to increase road capacity in this area. There is going to need to be a greater reliance on transit, walking and cycling and that means making these ways of getting around more attractive is really important.

#	Question/Comment noted	Response from City Staff and HDR
		Through the 2019 master plan, we did look at alternative bridge types including ones that accommodated vehicle lanes. The findings from the master plan evaluation indicated that a new crossing with vehicular lanes would not address the problem and it would also have significant impacts to the natural and socio-economic environment.
21	Why has there not been consideration of a car bridge to cross the Credit River?	See #20
22	What is the purpose of the second bridge across the Credit River? Reduce congestion on the current lakeshore bridge ...? How will that impact the residential community on Stavebank and Long-term Homes/ residences on Front Street?	At the next public open house, we will present what those bridge designs look like in more detail and what the potential impacts will be to the community on either side. I can't comment on that today, but that will be the subject of future open houses.
23	Is it possible an increased bus service along Lakeshore East may be more economic than the 2km of proposed BRT?	I see those 2 things going hand in hand, which is what we're planning for. We're proposing to increase bus service. But we also want to make sure that that increase bus service is reliable, and that the bus comes on time. Providing priority through those dedicated is going to allow for that.
24	Brightwater is planning a shuttle to the Port Credit GO Station to compensate for their granted lower parking standard and help reduce traffic on Lakeshore destined for day-long warehousing in a parking garage (YAY!). They are talking about allowing the shuttle vehicle (may be an autonomous vehicle at some point) to traverse the new AT bridge to get riders into the Station. Has this been considered? Would it affect the bridge width, or would the regular schedule be posted to warn cyclists and pedestrians?	I can't comment on that at the moment, but it's a great comment and we'll take that back and work with the water and planning team to determine if there is any potential for that. We made that decision at the TMP stage, that it was going to be an active transportation bridge, the focus of the bridge is to provide active transportation connections in the community
25	How will all the people at Brightwater access Port Credit Go or commute to other parts of the GTA via transit?	The proposed Lakeshore Express bus will terminate at the Brightwater development. People would be able to take the express bus from

#	Question/Comment noted	Response from City Staff and HDR
		Brightwater to wherever they want to go within the Lakeshore corridor.
26	When again is the traffic survey going to be completed? I am concerned an accident will happen well before this is all completed. Can we look now at possibly bringing in speed bumps or no thru way street signs to deter drivers	You can reach out to the City Project Manager who can forward your specific concerns to the city's traffic department who undertake the analysis and recommendation on speed bumps in the community
27	Will all this great Q&A be posted later?	Yes, this Q & A will be part of the feedback report from the session tonight and also from what we learn from people filling out comments on the online meeting.
28	Has there been analysis of potential users for this growth area? will the demographic use a BRT?	Our transportation and traffic analysis report takes into consideration the population and employment within all these different neighborhoods along Lakeshore corridor and forecasts usage based on that population, employment, and demographics.
29	I'm hearing that the roads have to be widened. Was narrowing of lanes considered, to stay within existing road width and improve safety at the same time?	In the BRT section of the Study, from Etobicoke Creek to East Ave, 2 new lanes will be added to the existing Lakeshore Rd for the BRT. There isn't sufficient room within the existing pavement width for the 2 additional lanes which is why we need to widen there. West of East Ave to Winston Churchill Blvd, there will be no widening and a narrowing of lanes is being considered to accommodate increasing sidewalk width and improved street furniture area and separate cycling facilities.
30	Do the users prefer the center lanes? What study was conducted?	See #29 That was part of the transportation master plan. We consulted on that with the public. At that time, there was a general consensus over the preferred solution.
31	Can you confirm at intersections how many lanes will a pedestrian have to walk across?	that would be the subject of the next public open house. We're absolutely going to share the preliminary design with everyone, and we'll be able to comment on all those details at that time again. This is just very introductory at this time, so we don't have those details to share unfortunately
32	Near Etobicoke Creek there is a pipeline south of Lakeshore fairly close to the road. Will it be	that's something that we're definitely taking into consideration and will present how we plan to do that at the next public open house with more of the preliminary design of how it's all being laid out

#	Question/Comment noted	Response from City Staff and HDR
	possible to widen on the S side there?	
33	My concern is that a wider road means longer crossing times for pedestrians, and worsening pedestrian safety. Meanwhile narrower lanes would help to regulate vehicle speed. Also, would like to know whether smaller turning radii will be considered for any intersections that will be rebuilt as part of the upcoming work.	That's a great comment. We are definitely considering best practices and complete streets design, which would include a narrowing of lanes, smaller turning radius as appropriate and being in line with the city's standards, but that it's absolutely being looked at.
34	The Lakeshore-Hurontario intersection is a prime example of how NOT to approach intersection design - the intersection's too wide, drivers turn the corners too quickly, and bollards just recently had to be added to protect northern corners.	Thank you for your comments which will be considered in our review.
35	Can you show how the buses transfer between center lanes to right lanes at transitions?	Yes, we will be able to show that at the next public open house. You could also go look at the Transportation master plan preliminary design roll plans that are available on the city's website and you could see how that was being proposed back in 2019. We will have updated designs for the next public open house
36	Active transportation bridge at that spot is a great idea and I hope it gets built as quickly as possible - I totally support the simplest, least-cost option that would get people on foot and on bikes across, sooner. Get it built!!	Thank you for your comments which will be considered in our review.
37	Thank you for the clear presentation! How will the buses transition from median lanes to the curb lanes?	See #35
38	Will the BRT bus service originate at Long Branch as regular MiWay service before becoming an express BRT for the limited section? If not, how will the BRT service turn around?	The express bus is planned to begin at Long Branch and run express to Mississauga Rd (To the development site there) with stops along the way. There'll be a stop at Long Branch, then at Dixie, then Lakefront Promenade, and Alexandra Ave. These 3 are within the BRT segment. Then

#	Question/Comment noted	Response from City Staff and HDR
		the bus will continue with express stops at Cawthra, Shaw, Mohawk, Hurontario, Stavebank, Mississauga, and terminating at the 70 Mississauga Road development. This will be shown in the preliminary design at our next open house.
39	A shuttle/AV is NOT active transportation, which would defeat the purpose.	Thank you for your comments which will be considered in our review.
40	Does "active transportation" include electric bicycles / scooters / etc.?	Yes, I believe those are considered active transportation for the city in Mississauga
41	Is it possible to make the current bridge 2 levels to accommodate the increased active transportation vs. building a new bridge across the Credit River? They also have the rowing club and canoe club on the west shore of Credit River.	We would not be considering a 2-level bridge for the current bridge. I don't believe that that would be more efficient (design and cost-wise), and it would have its own challenges for having people use that bridge and really the idea is to increase connections along the river. In the transportation master plan back in 2019, we considered 6 different locations of where to provide this bridge and we did a thorough evaluation, the extension of Front Street to Stavebank to be in line with Queen St and accessing the GO train is the preferred location for the new bridge.
42	How will Lakeshore buses (express or regular service) integrate with the Hurontario LRT and Port Credit GO?	Buses will continue to service the Port Credit GO where they can make connections with the Hurontario LRT there.
43	Is there a vision for completing and connecting east-west streets other than Lakeshore (like Queen, for example) but in a way that encourages active transport and low-speed road design (so drivers are not cutting through neighbourhoods)?	As part of the schedule B class EA that we're doing for the new bridge, we may be able to make recommendations for future studies through the EA process for other improvements that could be made to support active transportation in the broader network, but it's out of the scope for this current project.
44	Similarly, are there plans for more north-south connections (active transport bridges) across the railway corridor to increase options for walking and active transport and reduce the number of reasons to drive	#43 I would also like to add that the city's active transportation master plan that was recently completed. It also includes those planned improvements, so we're taking those into consideration.
45	East Lakeshore is a racetrack. Is it possible to design the road to slow down the racers?	Our goal is really to prioritize safety, 50 kilometers per hour posted speed limit is part of the recommendations from the transportation master

#	Question/Comment noted	Response from City Staff and HDR
		<p>plan. All portions of the street will be designed with the complete street perspective and that includes designing with narrower lane width to limit speeding.</p> <p>One of the messages we heard early on at the master plan is the speed along lake shore and part of the complete streets improvements is adding those elements to the corridor such as the bike lanes and enhanced sidewalks that really serve to calm traffic in the corridor.</p>
46	<p>What is the vision for how riders are going to connect from Stavebank to the GO station? (on the Lakeshore express bus)</p>	<p>We're not currently at that level of planning or design yet in the AT bridge study but that'll be the subject of the next open house.</p>
47	<p>Please describe what the preferred transit solution is for Segments 1 to 3 of the Lakeshore Complete Street Study and elaborate on what issues have been raised about Segments 4 to 6 that have resulted in the need for further study.</p>	<p>The preferred transit solution for segments 1 to 3 coming from the 2019 TMP was the transit and mixed traffic for that segment and issues that have been raised about segments 4 to 6 include some stakeholder comments on transit priority in that segment specifically with respect to developments in the corridor.</p> <p>With the onset of the Covid 19 pandemic and increasing need for prioritizing space for patios especially in Port Credit and how those trade-offs will be made with cycling and parking and rapid transit, we're taking this opportunity given by a schedule C EA that allows you to go back and reconsider things from the Master Plan to really do our due diligence there and make sure that we're carrying forward the most appropriate transit solution for this segment.</p>
48	<p>Has there been consideration for the increased public use of the PC River which is already busy with the rowers & paddlers in regard to not choosing the option 1 conventional bridge within water piers? Those obstacles would create quite a bottleneck.</p>	<p>We can definitely take that into consideration when we're evaluating the alternative bridge types</p>
49	<p>Are the hoped-for traffic signals at Front Street and Lakeshore Road in the works? Needed to get cyclists/pedestrians safely across Lakeshore when heading</p>	<p>Councillor Dasko commented that it is in the works. I'm hoping in the not too distant future to have it installed.</p>

#	Question/Comment noted	Response from City Staff and HDR
	to/coming from the new AT bridge!!	
50	Great to hear that traffic calming through physical road design will be a priority in the corridor.	Thank you for your comments which will be considered in our review.
51	Is there a design priority or preference for how the city can reduce speeds on Lakeshore? e.g. (hypothetically) reduce speed limits then narrow the lanes, then	We want to apply complete streets principles. I wouldn't say that there's necessarily a priority or preference. We want to do what's feasible and practical, so that includes considering all of the above.
52	Great to know there will be more focus on Stavebank at the next session. The new re-connection of Stavebank N and S over the QEW with a pedestrian/cycling bridge will result in a LOT of cyclists accessing the waterfront from the north! Safe solutions are needed in anticipation!	Thank you for your comments which will be considered in our review.
53	Will there be an additional traffic light installed at Helene and Lakeshore as part of the redesign?	As part of the transportation and traffic analysis that we're going to do for each of the studies, traffic signal analysis will be done. We'll look at each intersection and determine whether future volumes suggest the need for new traffic signals.
54	Is there data suggesting how the twinning of the QEW bridge over the Credit River will affect traffic on Lakeshore?	Unfortunately, that's somewhat outside the scope of our study. Our transportation and traffic analysis uses an assumed network. The future networks would include any of these major improvements within the rest of the city, we'd be taking the impacts of these into consideration and implicitly including that in our analysis, but I can't say specifically whether that's leading to more or less traffic because that's not the scope of our study.
55	Great session! Thrilled to see the City is moving forward from the 2019 Lakeshore Connecting Communities! As a previous person said -- get it built!	Thank you for your comments which will be considered in our review.
56	(Re: QEW bridge, I just want to point out that drivers may adapt faster than the city does)	Thank you for your comments which will be considered in our review.
57	My experience on the west boundary of Port Credit is that	Thank you for your comments which will be considered in our review.

#	Question/Comment noted	Response from City Staff and HDR
	reduced speed limits has little effect on traffic speed along Lakeshore Road. What is required is police enforcement.	
58	Is it possible to consider an alternative to the bike lanes up against the road without a buffer along the BRT proposal?	We will be sharing more details on the design of the bike lane and BRT section at the next open house
59	Thanks very much for the presentation and for the answers!	
60	Finally, thank you very much for this very intriguing and interesting virtual meeting and I look forward to the next meeting and information updates.	
61	Can someone quickly explain what is happening at the QEW bridge?	MTO is doing a widening project of the Credit River bridge in the Mississauga interchange. The City is also involved in this. There are active transportation crossings that are going to be implemented, one that goes over the highway and one that is underneath the MTO structure. I can provide more details on the MTO website
62	Why is a BRT the preferred solution on the Lakeshore versus an LRT solution that was chosen for the Hurontario?	It goes back to the 2019 master plan that was completed. We considered several different transit solutions, 1 of them being an extension of the Hurontario LRT onto Lakeshore another being the extension of TTC streetcar into Mississauga. At the time, it was evaluated against a number of different criteria like cost, complexity, how does it address the ridership needs for the future. At the time the BRT solution was really seen as the best way to make an improvement in the corridor within the timeframes that the growth was happening that wasn't dependent on coordination with other jurisdictions. However, there was a indication that protecting for future extension of TTC streetcar into Mississauga would be looked at post 2041, which is the planning horizon for that study. The BRT was the preferred solution for the more immediate future.
63	Thank you for the opportunity to participate in this meeting! Much appreciated!	
64	Is it possible to put protective barriers at the bridge in	We will take this into consideration

#	Question/Comment noted	Response from City Staff and HDR
	Etobicoke Creek? If a car jumps the sidewalk there's nowhere to go.	
65	Please continue virtual meetings!! Thanks!!	
66	Thanks for a great presentation.	

5. WRITTEN COMMENTS RECEIVED VIA EMAIL

This report section includes written comment received by the city via email on Virtual Public Open House #1. Fourteen (14) individuals provided comments. The input included in this section is verbatim.

Each of the following numbered comments represents an individual's opinion. These are numbered for reference only. Specific names and addresses provided has been omitted from this report.

1. Thank you for the new date for the public information meeting. Unfortunately, I am not able to attend the meeting next Tuesday, but I would like to receive any information discussed in a follow-up, if possible. The main areas of concern we have are:

1) What is the planned route to and from the proposed bridge crossing over the Credit River? Will pedestrians and cyclists be directed south to Lakeshore? Will the bridge be connected to the Waterfront Trail or separate?

2) Has the City of Mississauga considered a designated bicycle lane along Lakeshore Rd., on the North side of the street. There are many intersections on the south side of the street. By having a designated bicycle lane, families with children and groups of cyclists could safely travel from Mississauga Rd to Southdown Rd. The existing bicycle path doesn't work because of the high number of pedestrians and intersections.

3) Has the City of Mississauga taken into consideration the heavy car traffic going into the lakeside parks? The parking lots are not adequate for the demand. There are line-ups along Lakeshore Rd to go into the parks, especially in the summer months.

4) Has the City of Mississauga taken into consideration the high volume of people using the lakeside parks for swimming, picnics, BBQs, walking in family groups, strollers, elderly, people walking dogs, children going from the picnic areas to the beach or from the waterpark to the beach? The cyclists using the lakeside paths should walk their bicycles or if they don't want to walk the short distance, use Lakeshore Rd. The current signage asking cyclists to give way to pedestrians is not working. Many cyclists travel too fast and do not respect the signage. This is not safe.

Thank you for considering these questions and I look forward to learning more about the

Lakeshore Transportation Studies.

2. I wanted to say that I am looking forward to the Community Meeting tomorrow with the update on the proposed Credit River Active Transport crossing. I am very interested to see if the city is also looking beyond the scope of the AT crossing and toward improving connections along the Port Credit GO station alignment.

The goals would be to:

- Improve the connections between the AT bridge and Stavebank to the east and Front Street to the west.
- Improve cycling and pedestrian links through the GO station parking lot to the eastbound platform entrance, past the bus terminal, the main GO station building entrance, and to Hurontario Street
- Study an AT connection across Hurontario Street, similar to the one across Southdown Road at the south side of Clarkson GO station
- Study a direct link to Queen Street

The sum value of the proposal is to build a complete AT corridor that would stretch from Rosewood Avenue to Mississauga Road, with a direct connection to Queen Street East and some indirect connections to Queen Street West (the section west of Harrison Avenue) via Park Street. This would serve riders and pedestrians who need more direct connections to Port Credit GO station while reducing pressure on Lakeshore Road.

I look forward to your reply about how some elements of this proposal could be considered as part of the Credit River AT study. If anyone who I have copied on this has any feedback, please reach out. Thank you

3. Will EA take into consideration impact on air and noise pollution generated by companies located 500m from roadway? Or other activity harmful to human health? Should be included especially in the area between Southdown Rd and Winston Churchill Blvd.
4. I want to express how important separated bike lanes are for myself and many Mississauga citizens. Currently Lakeshore Road is very unsafe and actively discourages cycling. It is my hope that separated bike lanes with could be added. Painted lines on the ground are not enough especially when the snow gets plowed onto them or cars park on the side of the road in a bike lane. Adding a barrier would make cars and bikes able to coexist safely.

Additionally, Mississauga could lead the way for winter cycling and either plow these or even have them heated to clear it of snow or ice, as some great publicity. While I understand this to be a lofty goal and would be overjoyed with just having safe bike lanes added, the chance to do more and go above and beyond exists and should be considered.

5. Regarding the complete street study from east avenue to Winston Churchill Blvd. Is this study about streetscapes mainly? I realize there are other studies, transportation and bridge study. I own property at Inverhouse Drive and Lakeshore Rd. If you can briefly

describe what the complete street study involves in a nutshell, which would be much appreciated.

6. Received notice. What is going on? I live in the area, and want to know exactly what is being planned, and why you are doing the study? Requesting call back on how this will affect area, home and surrounding.
7. Just to clear the study area is it south of the GO track bridge between the track and the Port Credit Legion.
8. Could you further explain what the complete study involves?

I live directly in the little area that says complete study and I want to know what exactly is happening and being proposed.

Any further information will assist in my understanding and participation in the virtual meeting.

9. Thank you for your response. I am looking forward to the upcoming meeting and further discussion of the Lakeshore transport connections.

On a related note, a friend and colleague, (who is a Port Credit resident) yesterday shared some very interesting maps of planned transit and highway infrastructure in the Toronto area. I think they could be a very interesting addition to any conversation about the future of Lakeshore. The link below includes a very nice map of what was planned for Peel Region.

<https://mobile.twitter.com/EnglishRail/status/1442259289309999106>

What I find interesting is that all of the highways were built almost exactly as proposed (though the 410 meets Hurontario north of Mayfield rather than at Bovaird), while almost none of the planned transit (including a line connecting Port Credit to Clarkson) was built (though some is being built now).

I hope you (and everyone included in the email) enjoy the map and tweet thread.

10. I hope this email finds you well! I am currently assisting a client who is interested in evaluating development potential of their lands along the Lakeshore Corridor, in Port Credit. In order to best advise my Client, I would appreciate clarification on the current status and timing of the ongoing Lakeshore Complete Street Study. Any information that can be shared would be appreciated.
11. I first off want to mention that I found the event last evening very informative and exciting to see the planning that is currently going into the future of Lakeshore. Some of my concerns last night have been something I have noticed in the past months and mostly due to more and more traffic on the road.

Currently I live off Lakeshore, on West Ave. Just 1 block east of Cawthra. The impact of

more traffic and the future impact of even more traffic for us as side streets is a huge safety concern. I would say from Alexandra to West Ave. I am noticing an increase in cars, not wanting to get caught at the lights at Cawthra and they are finding ways to race up a side street to Third Street where they can come out at Cawthra again without the delays of the right signal at the lights. Being that we are the closest street to the Lakeshore and Cawthra intersection, we see an even higher number of cars racing through. You can tell some people have no idea where they are going, other than beating the light. But some know and just race through and will make that quick left on Ebony to Cawthra, or Gardiner to Cawthra or most go to Third Street.

We have no sidewalks on West Ave and with a number of rebuilds. This street is becoming horrific for safety. Be it backing out of the driveway or walking along the street. I have seen cars at all hours of the day. But from 6-9am and 2-7pm it's at the highest demand. I am very worried for the overall safety of kids and family and anyone else who lives on this street.

I am asking that while you look ahead at future planning for Lakeshore. That in the short term we look at things like speed limit reduced to 30km like it is in Toronto in some areas. Or Speedbumps which unfortunately has a negative impact for us also. To even signage saying no thru way with fines.

I can happily be available for any future conversation on this topic. I hope this is something that can be looked into. Thanks in advance.

12. Thank you for the response! Your answers have helped me to understand the City's plans and I look forward to learning more.

I also look forward to hearing from the City's parking planning department and the City's active transport specialists about the parking and cycling issues in the lakeside parks.

Thank you again,